

> \*\*\*\*\* U N C L A S S I F I E D  
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> RTTUZYUW RUCBTFA8989 2962320-UUUU--RUCBTFB.  
> ZNR UUUUU  
> R 232320Z OCT 98 ZYB PSN 144928L28  
> FM COMNAVSURFLANT NORFOLK VA//N431B1/N431/N8//  
> TO CINCLANTFLT NORFOLK VA//N43/N46//  
> INFO COMNAVAIRLANT NORFOLK VA  
> COMSUBLANT NORFOLK VA  
> COMNAVAFACENGCOM WASHINGTON DC  
> COMNAVSEASYSCOM WASHINGTON DC//04/03//  
> NFESC EAST COAST DET WASHINGTON DC//551PV//  
> NAVSHIPYD NORFOLK VA  
> NAVSTA NORFOLK VA  
> NAVSTA MAYPORT FL  
> WPNSTA EARLE COLTS NECK NJ  
> NAVSTA PASCAGOULA MS  
> BT  
> UNCLAS //N03500//  
> MSGID/GENADMIN/CNSL/040/OCT//  
> SUBJ/REQUIREMENT FOR INSPECTION OF WATERFRONT FACILITIES//  
> REF/A/DOC/NFESC/00OCT87//  
> REF/B/CON/NFESC/27JUL98//  
> NARR/REF A IS PROCEDURE MO-104.2, SPECIALIZED UNDERWATER  
> INSPECTIONS.  
> REF B IS HEAVY WX MOORING MEETING HOSTED BY NFESC.//  
> POC/BAKER/LCDR/CNSL/LOC:NORVA/TEL:757-836-3305/TEL:FAX 757  
> 836-3273//  
> RMKS/1. ORIG SPONSORED ENGINEERING ASSESSMENTS OF VARIOUS NAVY  
> BERTHS DURING FY97/98 TO ASCERTAIN LEVEL OF SAFETY OF SHIPS IN  
> AVAILABILITIES DURING HURRICANE SEASON. LACK OF INSPECTION  
> GUIDELINES FOR PIERS AND WHARVES WHERE NAVY SHIPS ARE BERTHED WAS  
> AMPLIFIED DURING THIS ASSESSMENT PERIOD. REQUIREMENT EXISTS TO  
> ESTABLISH REGULATORY GUIDELINES AND IMPLEMENT ROUTINE, PERIODIC  
> INSPECTIONS OF THESE FACILITIES.  
> 2. PROBLEM: NAVY SHIPS ROUTINELY GO TO SEA IN EVENT OF HURRICANES  
> OR OTHER EXTREME STORMS. HOWEVER, AT ANY TIME, UP TO 15 PERCENT  
> OF THE SHIPS ARE UNDERGOING MAINTENANCE AVAILABILITIES AND ARE  
> UNABLE TO GET UNDERWAY TO GO TO SEA. CURRENT REGULATIONS DO NOT  
> MANDATE COMPREHENSIVE INSPECTIONS OF WATERFRONT FACILITIES, SO  
> INFORMATION TO SUPPORT PIER/WHARF CERTIFICATIONS IS INADEQUATE.  
> WITHOUT ENGINEERING ASSESSMENTS, "SAFE HAVEN" MOORING OF SHIPS  
> IN HEAVY WEATHER IS SUBJECTIVE AND RISKY.  
> 3. COSTS. WHILE MOORING ACCIDENTS ARE RARE, THE COSTS FOR  
PERSONNEL  
> INJURY, PROPERTY DAMAGE, ENVIRONMENTAL DAMAGE AND LOSS OF MISSION  
> CAPABILITY CAN BE STAGGERING. IN FY96, \$6M WAS SPENT IN HAMPTON  
> ROADS AREA PREPARING FOR AND MOVING "AVAILABILITY" SHIPS DURING  
> STORM THREATS AND RECOVERING FROM THE STORM. THESE COSTS COULD  
> BE GREATLY REDUCED IF SHIPS UNDERGOING REPAIRS WERE MOORED AT OR  
> COULD BE MOVED TO FACILITIES WITH KNOWN STRUCTURAL INTEGRITY AND  
> STRENGTH CAPACITIES.  
> 4. SAFETY. THERE ARE TWO MAJOR AREAS OF CONCERN WITH FACILITY  
> INTEGRITY:  
> A. OVERALL STRUCTURAL CAPACITY - UNDERWATER AND ABOVE WATER  
> INSPECTIONS ARE REQUIRED TO VERIFY THAT STRUCTURES RETAIN THEIR

> DESIGN CAPACITY

> B. MOORING FITTINGS AND FENDERS - INSPECTIONS ARE REQUIRED TO

> ENSURE THAT MOORING HARDWARE IS IN GOOD WORKING ORDER.

> 5. CURRENT PRACTICE:

> A. NAVY FACILITIES - INDIVIDUAL NAVY ACTIVITIES ARE RESPONSIBLE

FOR

> EXECUTING INSPECTIONS ON THEIR OWN FACILITIES. RECOMMENDED

> GUIDELINES CALL FOR: UNDERWATER INSPECTIONS AT 6-YEAR INTERVALS

> FOR STEEL AND CONCRETE STRUCTURES AND 3-YEAR INTERVALS FOR WOOD

> (REF A). ABOVE WATER, THREE-YEAR CURSORY INSPECTIONS ARE

PERFORMED

> BY PWC. HOWEVER, AS DISCUSSED REF B, MOORING ANALYSIS IS NOT

> REQUIRED.

> B. COMMERCIAL FACILITIES - CONTRACTORS ARE REQUIRED TO SUBMIT A

> HEAVY WEATHER MOORING PLAN FOR WINDS OF UP TO ONLY 75 MPH FOR

SHIPS

> UNDERGOING REPAIR AVAILABILITIES, BUT INSPECTION/TESTING DATA

> FOR FACILITIES IS NOT REQUIRED.

> 6. RECOMMENDATIONS:

> A. MANDATE PERIODIC UNDERWATER, ABOVE WATER, FENDERING AND

FITTING

> INSPECTIONS TO DETERMINE MOORING INTEGRITY. INSPECTIONS SHOULD

> INCLUDE ANALYSIS OF MOORING CAPABILITY TO ENSURE C1 MISSION

> READINESS, (BASED ON C1-C4 SHIPBOARD CASREP CATEGORY REPORTING

> SYSTEM).

> B. TEST MOORING HARDWARE ACCORDING TO MIL-HDBK-1104 IF CAPACITY

IS

> UNKNOWN.

> 7. ACTION ITEMS:

> A. NEAR TERM: REQUEST NAVFACENGCOM ASCERTAIN, THROUGH ENGINEERING

> ASSESSMENT, SAFE BERTHS TO SUPPORT SHIPS IN EVENT OF HEAVY

WEATHER.

> IN ORDER TO PREPARE FOR FY99 HURRICANE SEASON, A MINIMUM NUMBER

OF

> PIERS SHOULD BE ASSESSED TO ENSURE SAFE BERTHING IN EVENT OF

> HURRICANE. FOLLOWING LIST SHOWS SHIP CLASS AND LOCATIONS WHERE

> SHIPS COULD BE EXPECTED TO BERTH DURING THE HURRICANE SEASON.

> READ IN COLUMNS:

> REGION	AOE	ARS	CG/DD/DDG/FFG	LCC	LHA/LHD	LPD
> NAVSTA NORFOLK			2		1	1
> NAB LITTLE CREEK		1				
1						
> NAVSHIPYD NORFOLK			2	1	1	
> NAVSTA PASCAGOULA			1			
> NAVSTA MAYPORT			2			
> NWS EARLE	1					

> B. LONG TERM - REQUEST CNO CENTRALLY FUND THROUGH NAVFACENGCOM

> IN-DEPTH WATERFRONT INSPECTION EVERY SIX YEARS (OR THREE YEARS,

> AS APPLICABLE) ACCORDING TO MIL-HKBL 1104.

> C. REQUEST NAVSEA 04 IMPLEMENT PROCEDURES TO REQUIRE INSPECTION

OF

> ALL FACILITIES PROVIDING TEMPORARY MOORING FOR U.S. NAVY SHIPS

> DURING REPAIR AVAILABILITIES. REQUEST STANDARD ITEM BE REVISED

IAW

> NAVFAC CRITERIA. CONTRACTORS' HEAVY WEATHER MOORING PLAN SHOULD

> INCLUDE PLAN OF ACTION IN EVENT STORM CONDITIONS EXCEED CATEGORY  
1  
> REQUIREMENTS OUTLINED IN NAVSEA STANDARD ITEMS.//  
> BT  
> #8989  
> NNNN  
> # N431 (ORIG)  
> # N33 N43  
> # N8 SDO PCMT MSG-CTR N44 N3 N82 N81 N42 N411 N02MMSG DSO  
> !!! /D7/23/19/7/MOORING/01185A/  
> !!! /D7/25/24/17/ENGINEERING/03967A/